

WHAT IS CLAIMED IS:

1. An engine valve for an internal combustion engine, comprising: a valve lifter comprising a cylindrical main body portion and a head wall portion by which an opening of the cylindrical main body portion is enclosed and with which a cam is brought in contact;
a valve stem contacted on an axial center of the valve lifter and disposed obliquely with respect to a direction of gravity;
2. a lubricating oil supply bore whose exit is opened to an inner space of the head wall portion and is revolved due to a revolution of the valve lifter caused by a friction developed on the basis of a revolution of the cam; and
3. a spring retainer to support an end of a valve spring, the spring retainer being attached onto the valve stem.
4. An engine valve for an internal combustion engine as claimed in claim 1, wherein the valve lifter is integrally formed of a single member and the lubricating oil supply bore is formed to penetrate through the head wall portion.
5. An engine valve for an internal combustion engine as claimed in claim 1, wherein an arc shaped portion is formed against the inner space of the valve lifter on a junction between the cylindrical main body and the head portion and the exit of the lubricating oil supply bore is formed on a plane portion of the head wall portion.
6. An engine valve for an internal combustion engine as claimed in claim 3, wherein the exit of the lubricating oil supply bore is penetrated through the plane portion of the head wall portion and is formed to be in touch with

the arc shaped portion.

5. An engine valve for an internal combustion engine as claimed in claim 1, wherein the exit of the lubricating oil supply bore is formed in plural for each predetermined interval of distance in a circumferential direction of the head wall portion.

6. An engine valve for an internal combustion engine, comprising:

a valve lifter comprising a cylindrical main body portion and a head wall portion by which an opening of the cylindrical main body portion is enclosed and with which a cam is brought in contact;

a valve stem contacted on an axial center of the valve lifter and disposed obliquely with respect to a direction of gravity;

a lubricating oil supply bore whose exit is opened to an inner space of the head wall portion and is formed in plural for each predetermined interval of distance in a circumferential direction of the head wall portion; and

a spring retainer to support an end of a valve spring, the spring retainer being attached onto the valve stem.

7. An engine valve for an internal combustion engine as claimed in claim 6, wherein the exit of the lubricating oil supply bore is formed in plural at each position in a circumferential direction of the head wall position symmetrical to another of the other exit thereof.

8. An engine valve for an internal combustion engine as claimed in claim 6, wherein an inlet of the lubricating oil supply bore is formed on an upper surface of the head

wall portion on which the can is contacted and an opening edge of the inlet of the lubricating oil supply bore is formed in an arc shape.

- 5 9. An engine valve for an internal combustion engine as claimed in claim 1, wherein the valve spring comprises a coil spring.
- 10 10. An engine valve for an internal combustion engine as claimed in claim 1, wherein the valve lifter is carbonized.
11. An engine valve for an internal combustion engine as claimed in claim 10, wherein the valve lifter is coated with a Molybdenum.
- 15 12. An engine valve for an internal combustion engine as claimed in claim 10, wherein the valve lifter is treated with a phosphating.
- 20 13. An engine valve for an internal combustion engine as claimed in claim 10, wherein the valve lifter is treated with a gas softened nitriding and, thereafter, is ground.
- 25 14. An engine valve for an internal combustion engine as claimed in claim 1, wherein the valve lifter is made of SCM420H.
- 30 15. An engine valve for an internal combustion engine, comprising: a valve lifter comprising a cylindrical main body portion and a head wall portion integrally formed with the cylindrical main body and by which an opening of the cylindrical main body portion is enclosed and with which a cam is brought in contact;

